

TONOPAH DAILY BONANZA

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W. W. BOOTH, EDITOR AND MANAGER

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MINDING OUR OWN BUSINESS ONLY

That American participation in the investigation of conditions in Asia Minor does not constitute a deviation from our policy of avoiding foreign entanglements, is justly asserted.

Grasping eagerly at every incident which can be distorted into an indication of an intention on the part of the Harding administration to vary from its determination not to interfere with purely European affairs, a writer for a prominent democratic paper winds a manifestation of such a tendency in the decision of the department of state to cooperate with Great Britain in investigating the situation in Asia Minor. This says the democratic writer, arouses the deepest interest in Paris. The question is asked, "Does it mean the reentrance of the United States into European political affairs?"

This ardent advocate of the league of nations should not deceive himself. Participation in a study of Armenian conditions does not indicate reentrance, or any change whatever from the traditional American policy. The United States has never been an isolated nation. It has never hesitated to participate in affairs in either Europe or Asia or Africa where the United States has any interest whatever.

In the early days of our government, when all the leading nations of Europe were paying tribute to the pirates of Tripoli, the United States sent gunboats to the northern coast of Africa.

During Roosevelt's administration, when a bandit in Morocco had kidnapped an American citizen, President Roosevelt sent the demand for "Perdicaris alive or Razuli dead." He stood ready to send a fleet or an army to enforce the demand.

Without any hesitation whatever, the United States sent its troops into China to participate, along with other civilized nations, in restoring order and protecting American rights. We engaged in the war in Europe not as an interference in European affairs, but as a protection of our own interests.

In Asia Minor today American citizens are being subjected to the violence and indignities perpetrated by the unspeakable Turk, and it is for that reason that the United States joins with Great Britain in conducting an investigation in order to learn the exact facts and decide upon the steps that should be taken to protect American along with other national interests.

The United States does not bind itself to act in any matter in which the United States has no direct interest. The trouble with internationalists is that they are unable to discern the difference between a proper enforcement of American rights and a meddling interference with affairs that are no concern of ours.

A WELL-TRIED POLICY

Satisfactory results obtained by the United States by means of a ship subsidy, before the Civil War, should encourage enactment of similar legislation now. It is believed by many that the destruction of American ships during the Civil War explains the decline of the American merchant marine, but the record shows that the decline began with the abandonment of the subsidy policy.

From the beginning of our colonial history down to the establishment of steam navigation, American merchant ships held their own in world competition; for there were no better ship builders or navigators than the Americans. But soon after the successful operation of ocean steamships began, Great Britain established a system of subsidies which gave her ocean transportation a decided advantage. In order to enable American steamship owners to compete in the operation of fast steamers, the United States congress passed, in 1845, a subsidy law which provided for carrying the mails under contract with the post office department. The law had the desired effect, for as

stated by Marvin in his history of the American merchant marine, "Although Great Britain was originally a full decade ahead of use in the subsidy fostering of her steamship interest, we had gained so swiftly after 1848 that in 1851 our steam fleet and Britain's were practically equal."

The subsidy policy gave the United States the fastest transatlantic steamers and provided an aid in the development of our foreign commerce. From an inferior nation in steamship service, we became the equal, if not the superior of Great Britain. A reversal of the policy of affording our merchant ships government aid equal to that provided for Great Britain resulted in the sale of ships and their transfer from the American flag and a cessation of construction. The destructive effects of the war, when American ships became the easy victims of privateers, completed the story of disaster, and as the United States did not return to a subsidy policy, there was a steady decline in the proportion of foreign commerce carrying the American flag.

As a consequence, the United States was compelled to look to other nations for ships to carry our troops and supplies during the war with Spain and once more during our participation in the war of Europe. Our hasty and unbusiness like ship construction during the European war gave us a large merchant fleet at the same time that our European rivals had suffered losses from the attacks of German submarines. Before the outbreak of the war in Europe, we were carrying less than 10 per cent of our ocean trade in our own ships. War conditions brought that percentage slightly about 50, but today only about 25 per cent of our foreign commerce is carried in American bottoms.

At the present rate of decline, we would be doomed to another period of dependence on the merchant ships of other nations, were it not for the republican legislation now pending in congress, the enactment of which will put the operators of American vessels on an equality with their rivals.

TARIFF REVISION WORLD WIDE

"It is evident that throughout the world steps have been taken to adjust customs rates and regulations to post war conditions, and that these adjustments have been made on a wider scale and with less deliberation than in the United States," declared Hon. Thomas O. Marvin, chairman of the U. S. Tariff Commission, in an address delivered to the American Cotton Manufacturers' Association in Washington, recently. Mr. Marvin called attention to the tariff bill which passed the house of representatives July 21, 1921, and was reported to the senate April 11, 1922, as an evidence of the deliberation which the republican congress has been giving to this great subject, but it is obvious that through the obstructionist tactics of the democrats in the senate the deliberation has degenerated into a filibuster.

Mr. Marvin said that the war so strongly impressed upon the statesmen of the world the close relation between the industrial strength and national security that practically all of the post-war tariff legislation has reflected an intent to develop domestic industries and strengthen economic defense. This reason alone is sufficient for our insuring national independence in production since almost every article which enters into human consumption is needed in case of war.

The speaker cited the safeguarding of industries act of Great Britain which imposes a duty of 33 1/3 per cent on upwards of 6000 articles of trade, and provides a dumping clause on imports sold below cost in the country of origin. This same tendency has been manifested in legislation adopted by the British dominions. In India an act effective March 1, 1922, makes rates three times as high as in 1916. Australia has a protective tariff which favors British goods. Canada has made tariff

adjustments to conform to post-war conditions. South Africa has done likewise. The policy of imperial preference designed by A. Bonar Law, British statesman, along about 1917, has been put into actual practice in every British-controlled country.

WESTERN METALS ADVANCING

Lead quotations have reached new high peaks at 5.63 cents a pound for western metal in the New York market. A strong feature in the lead situation, however, is the continued unsettlement of Spanish labor troubles and paucity of Australian shipments to outside markets, says Manufacturer.

It is reported that Belgian smelters have contracted for 450,000 tons of Australian zinc concentrates to be delivered over the next three years.

Copper metal has advanced nearly a cent of pound in the New York market.

Copper is still higher quotationally, the producers' combine holding out for 13 3/4 cents a pound on electrolytic.

Semi-fabricated copper goods, wire, rods, etc., have been marked up sharply from 1 1/2 to 2 cents a pound within the past week.

American copper exports for the first 23 days of May are at the rate of \$10,000,000 pounds for the month.

American capital will flow to Europe whenever the danger signals are removed.

Russia has an army of more than a million men, and apparently would like to have the United States feed and clothe it.

RUMANIAN NATIVE IS HAVING BAD TIME

(By Associated Press) SAN FRANCISCO, June 19.—After traveling half way around the world to come to California, Jacob Schatzberg, a native of Rumania, may not be admitted because the Rumanian quota of immigrants for the month is exhausted.

Schatzberg, although he formerly lived in this country and has taken out his first citizenship papers, is being detained at the Angel Island immigration station, where he may have to remain until July.

GRATITUDE SHOWN EX-SERVICE MAN

(By Associated Press) SAN FRANCISCO, June 19.—Showing its gratitude to former service men for their defense of the country by hiring several of them to clear and burn brush off the hills near the Cliff house east of the city of San Francisco \$95.25 more than it expected. One of the veterans encountered poison oak, remained in the hospital two weeks with his eye closed and then applied to the industrial accident commission for work men's compensation. He was awarded \$95.25.

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